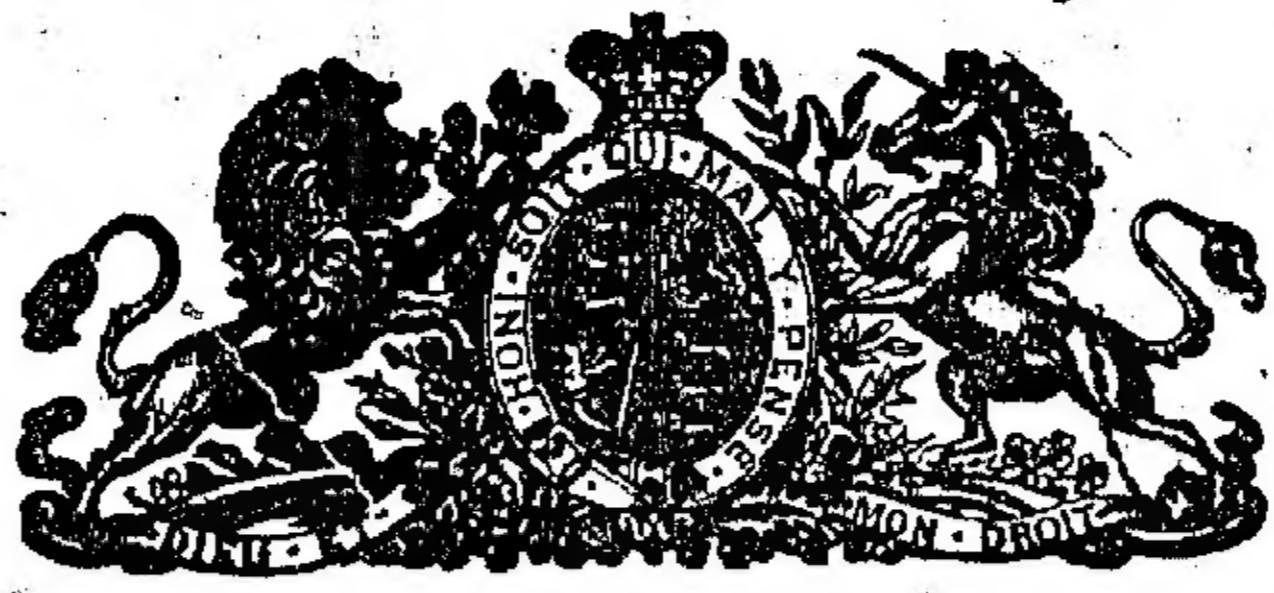


CHINA



Established February, 1845,

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4918. 九一月四年九十七百八千一英

HONGKONG, FRIDAY, APRIL 11, 1879.

日十二月三年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 8, *Clement's Lane*,
Lombard Street; GEORGE STREET &
Co., 80, Cornhill; GORDON & GOTCH,
Ludgate Circus, E. C.; BATES, HENDY
& Co., 4, Old Jewry, E.C.; SAMUEL
DIAHON & Co., 150 & 164, Leadenhall
Street.

PARIS AND EUROPE.—LEON DE ROSY,
19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, New
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTCH, Mel-
bourne and Sydney.

SAN FRANCISCO and American Ports
generally.—BEAN & BLACK, San Fran-
cisco.

SINGAPORE AND STRAITS.—SAYLE &
Co., Square, Singapore; C. HEINESEN
& Co., Manila.

CHINA.—Macau, Messrs A. A. DE MELLO
& Co., Macau; CAMPBELL & Co.,
Hongkong; WILSON, NICHOLLS & Co.,
Hongkong; BRIDGE & Co., Shanghai;
LAW, CRAWFORD & Co., and KELLY
& WALSH, Yokohama; LANE, CRAW-
FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,500,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—H. W. KIRKWHITE.
E. R. BELLIOS, Esq. WILHELM REINER,
H. L. DALMAYPLE, Esq.
H. H. HOFFMUS, Esq. F. D. SASSOON, Esq.
A. MCIVEE, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

For Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 6 per cent. " "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED
DEPOSITS.
At 3 months' notice 5% per Annum.
" 6 " 4% " "
" 12 " 5% " "

On Current Accounts at Rates which
can be ascertained at their Office.

D. A. J. CROMBIE,
Acting Manager,
Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUS- TRALIA, AND CHINA.

CAPITAL, £200,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND,
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong
grants Drafts on London and the
chief Commercial places in Europe and the
East; buys and receives for collection Bills
of Exchange, and conducts all kinds of
Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-
POSITS.

ON CURRENT ACCOUNTS, 2 per cent. per
annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

For Sale.

FOR SALE
EUGENE RIMMEL'S TROPICAL
FLOWER WATER.



SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co.,
Sole Agents for China.

Hongkong, February 19, 1879. my19

For Sale.

THE British Barque RIFLEMAN,
Capt. Bishop, will be sold by Public
Auction at SAIGON, on the 16th Instant.

ROZARIO & Co.

Hongkong, April 5, 1879. ap16

Intimations.

NOTICE.

THE Undermentioned BANKS will
be Closed for Public Business, on
EASTER MONDAY, the 14th Instant.

For the "Oriental Bank Corporation,"

D. A. J. CROMBIE, act. Manager.

For the "Chartered Merchantile Bank of
India, London and China,"

J. THURBURN, act. Manager.

For the "Chartered Bank of India, Aus-
tralia and China,"

J. SOMERVILLE, Manager.

For the "Comptoir d'Escompte de Paris,"

E. SCHWEBLIN, act. Agent.

For the "Hongkong and Shanghai Bank-
ing Corporation,"

T. JACKSON, Chief Manager.

For the "National Bank of India, Ltd,"

H. H. SANDEMAN, Manager.

Hongkong, April 9, 1879. ap14

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of Woo SING, Deceased.

YUNG WOK, "

DOO CHOW, "

NOTICE is hereby given, that in accordance
with the Provisions of Ordinance No. 9 of 1870, Section 3, an Order
has been made by the Honorable Sir
JOHN SMITH, Knight, Chief Justice of the
Supreme Court of Hongkong, limiting the time
for CREDITORS and OTHERS to send in
their CLAIMS against the above Estates
to WEDNESDAY, the 30th day of April,
1879, on or before which date, all Claims
must be proved, otherwise, they will not be
included in the Scheme of Division.

All Persons indebted to the said Estates,
are required to make immediate Payment
to

C. B. PLUNKET,

Official Administrator.

Hongkong, April 7, 1879. ap14

NOTICE.

ENDERS are invited for all necessary
REPAIRS to the Spanish Steamer
LEYTE: such Repairs to be executed
under the Superintendence and to the satisfaction
of Lloyd's Surveyors at this port.
The Repairs to be such as are absolutely
required to replace the Vessel in the same
condition as she was in previous to her
collision with the S. S. Cebu.

Tenders should state a sum in full, for
which all necessary Work is to be per-
formed: the time required to complete the
Repairs must also be stated.

The S. S. Leyte will be on the West
Point Patent Slip from 3 p.m. To-day to
3 p.m. To-morrow 11th instant, for the
purpose of a thorough examination by
Firms prepared to tender: and a memo-
randum of the damage sustained so far as
known, previous to docking, can be seen
at our Office if required.

Tenders will be received up to 8 p.m. of
14th instant.

The Undersigned do not bind themselves
to accept the lowest or any tender.

GILMAN & Co.,

Lloyd's Agents.

Hongkong, April 10, 1879. ap14

NOTICE.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

AN EIGHTH RETURN OF CAPITAL
at the Rate of TWO TABLES per
SHARE, will be made to Shareholders of
Record on the 8th April, Payable at
the Office of the Liquidators, on WED-
NESDAY, the 9th April.

Warrants will then be delivered by the
Undersigned to Shareholders, or their
lawful representatives, on presentation of
Share Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 8th to the 8th
April, inclusive.

By Order,

RUSSELL & Co.,

Liquidators.

Hongkong, April 1, 1879. my19

NOTICE.

FROM the 1st of OCTOBER,
F. DE EASTLACKE will receive his
PATENTS at his new DENTAL ROOMS,
No. 50, Queen's Road Central, over the
MEDICAL HALL.

Hongkong, September 23, 1878.

Intimations.

EX LATE ARRIVALS.

CALCUTTA SUN HATS and HELMETS in New Shapes.

CHRISTY'S SUMMER STRAW and FELT HATS.

ELLINSON'S EXTRA LIGHT PATENT AIR CHAMBER HELMETS.

FRENCH LIGHT SUMMER BOOTS & SHOES, CANVAS SHOES.

ELECTRO-PLATED ICE PAELS, ICE TONGS, ICE SHOVELS, ICE PITCHERS.

The New ELECTRO-PLATED READING LAMPS for Kerosine, perfectly safe.

ELECTRO-PLATED CIGAR LAMPS, LAWN TENNIS BATS and BALLS.

POCKET SIPHONIAS and WATERPROOF COATS.

AUTOMATON UMBRELLAS, PERFUMERY and TOILET SOAPS.

INDIA RUBBER AIR BEDS, CUSHIONS and MILLOWS.

The New CHIT BOOKS, MAPS OF AFGHANISTAN.

CAFETIERES, COCONUT MATTING and MATS.

NEW SCARVES, BRACES and COLLARS.

The PATENT LIFE JACKETS and SWIMMING BELTS.

MEERSCHAUM and BRAID PIPES, DE LA RUE'S and AMERICAN

PLAYING CARDS.

The Celebrated HUNYADI JANOS MINERAL WATER.

SPATT'S FIBRINE DOG BISCUITS, MAGNIFYING GLASSES.

MAPS OF CHINA.

A Large COLLECTION OF WORKS

OF REFERENCE.

FAMILY SCALIS.

OVERLAND TRUNKS.

DOG COLLARS.

ALBUMS.

SCRAP BOOKS.

SHIMAN'S OFFICE FILES.

COPYING PRESSES.

CLARETS, SAUTERNES and OTHER LIGHT SUMMER WINES.

LANE, CRAWFORD & Co.

Hongkong, April 2, 1879.

EIGHT PER CENT. SILVER LOAN

THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth

Year of Kwong-Si (9th October, 1878).

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 1st April, 1879.

The First Instalment of Interest being payable on 5th October, 1879, in
HONGKONG AND SHANGHAI.

Entertainment.

GARRISON THEATRE.
BY PERMISSION
OF MAJOR-GENERAL E. DONOVAN, AND
LIEUT.-COLONEL HALL, AND
OFFICERS R.A.

THE ROYAL ARTILLERY DRAMATIC CLUB,
will give
A PERFORMANCE, ON
TUESDAY
—AND—
WEDNESDAY,
the 15th and 16th April, 1879.
For the benefit of a Widow of the
Corps.

The Performance
will commence Each EVENING,
with the
DOMESTIC DRAMA
in Two Acts, entitled
THE CHIMNEY CORNER.
To conclude
Each EVENING with the Original and
Entertaining FARCE, entitled
B. B.

By kind permission the Band of 27th
Inniskillings will attend.

Price of Admission:
First Seats.....One Dollar.
Second do.....50 Cents.
Third do.....25 "

Tickets can be obtained at the OFFICERS'
MESS, SERGEANTS' MESS, and CANTER
SERGEANTS, R.A., and 27th INNISKILLINGS,
and at the Doors on the Nights of
Performance.

Doors Open at.....8.30 p.m.
To Commence at.....9.00 "

PUNKAHS.
"GOD SAVE THE QUEEN."
Hongkong, April 10, 1879. ap17

Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION,
shortly, on a day to be hereafter named, unless previously disposed of by private contract—

THE HONGKONG DISTILLERY,
Situate at East Point, Hongkong, now
in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to
Messrs SHARP, TOLLER, and
JOHNSON,
Solicitors, Supreme Court House,
Hongkong.

Hongkong, March 5, 1879.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. Z. Just, Esq., to sell by Public Auction, on
TUESDAY,
the 15th April, 1879, at 2 p.m., at his residence, Green Mount,—

The whole of the **HOUSEHOLD FURNITURE**, &c., Comprising:—

English-made Crotonne covered Drawing-Room Suite.

Black-wood Marble-top Centre Table, Side Tables, Tea-boys and Writing Table.

Carved Corner Whatnots, Card Table, Glass Book Case, Ningpo Inlaid Table, Chimney Glasses, Marble Clock, Engravings, Crystal Gasoliers and Gas-brackets, and Sofa Carpets.

Extensive Dining Table, Side-board, Whatnots, Dinner, Dessert and Breakfast Sets, Glass-ware and Plated-ware.

Brass Bedstead, Double-winged Wardrobe with Plated-glass Door, Marble-top Toilet Table and Washstand, Wardrobes, Writing Desk, Copying Press, and one Chubb's Iron Safe.

1. Pheasant and a Mare, formerly belonging to C. M. KEEF, Esq.

SADDLERY;

Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.

TERMS OF SALE.—As customary,
J. M. ARMSTRONG,
Auctioneer.

Hongkong, April 5, 1879. ap15

Notices of Firms.

NOTICE.

THE interest and responsibility of
Mr. WILLIAM SALWAY in our
firm ceased on the 1st instant. Mr. W.
WILSON will sign the firm in liquidation.

WILSON & SALWAY,

Architects, &c.

WITH Reference to the above, I have
admitted Mr. SOUTHEY BIRD
as a Partner; the Business
will henceforward be continued under the
Name of "WILSON & BIRD."

W. WILSON.

Hongkong, April 7, 1879. ap17

Notices of Firms.

NOTICE.

THE interest and responsibility of
Mr. WALTER SCOTT FITZ, in our
firm in Hongkong and China, ceased on
the 31st December last.

Mr. CHARLES VINCENT SMITH is
admitted a Partner from this date.

RUSSELL & Co.

Hongkong, January 1, 1879. ap1

NOTICE.

MR. JAMES ANDERSON, formerly
Manager of the FOOCHEW DOCKS,
has this day been admitted a Partner in
our Firm.

J. INGLIS & Co.,

Victoria Foundry, Wan-chai.

Hongkong, April 1, 1879. ap18

NOTICE.

NEITHER the Captain, the Agents, nor
Owners will be Responsible for any
Duty contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:

JOHANN FRIEDRICH, German brig, Capt.
A. H. KRONKE—Wieland & Co.

GOLDEN FLEECE, British barque, Capt.
James Wilshire—Gilmour & Co.

ONEIDA, British ship, Captain S. Clyma.
Gibb, Livingston & Co.

URANUS, Norwegian barque, Captain L.
Berg—Arnhold, Karberg & Co.

TAIWAN, German barque, Captain C.
Jessen—Arnhold, Karberg & Co.

QUEEN OF INDIA, British barque, Capt.
R. H. Cary—Adamson, Bell & Co.

Hongkong, April 5, 1879. ap12

NOTICE.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S. S. Moray having arrived from
the above Ports Consignees of Cargo
are hereby requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.,

Hongkong, April 11, 1879. ap13

NOTICE.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship *Aravon Apear*, Capt.
MILNE, having arrived from the
above Ports, Consignees of Cargo by her
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense.

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, April 5, 1879. ap12

NOTICE.

FROM LONDON, SINGAPORE AND
PENANG.

THE Steamship *Galley of Lorne* having
arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk
into the Godowns of the Undersigned, whence
and/or from the Wharf or Boats
delivery may be obtained.

Cargo remaining undelivered after the
14th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, April 7, 1879. ap14

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

G. DE GRAMPEAUX,
Agent.

Hongkong, April 5, 1879. ap14

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Agents.

Hongkong, April 7, 1

much the same characteristics—the same gilded chairs, jesses, and comestibles being always present; the same barbaric beating of gongs and screeching of reed instruments serve alike to escort the bride to her future lord and master, or the body of some defunct relative to the tomb of his ancestors. Indeed one might almost suppose the roasted pig serves a generation of mourners and merrymakers, were it not that we know that pork, however temptingly cooked and dressed, will not keep its toothsome flavor for aye. Whatever sameness there may be in these processions, they one and all attract crowds of gaping Celestials, who look on with evident delight, probably with the same feelings as we do on our annual Lord Mayors' pantomime. The procession of to-day was somewhat different to the generality of these demonstrations, as, besides the chairs, the treys of "chow-chow," the banners carried by dirty coolies arrayed in tawdry finery and the inevitable screeches of pigs and beating of gongs, there were little boys on horseback with painted faces and arrayed in finery, while there were others carried on trays, some wearing long beards. It looked for all the world as if a Chinese Circus troupe had arrived and were advertising themselves in approved Circus style. Can any one tell us what it all meant?

The Spanish steamer *Leyte*, which arrived here on the 8th instant, was yesterday hauled on to Mr McDonald's slip to undergo extensive repairs necessitated by her collision with the steamer *Cebu* on the 21st January last. Looking at her as she now lies on the slip it appears astonishing that she was not lost. There is a rent on her starboard bow several feet wide, extending from the rail to within a couple or three feet of the keel, in the form of the letter V; and her bow is twisted considerably. She has, in fact, received a severe twisting throughout her whole length, which must considerably weaken her. Her beams and decks are loosened, especially forward. The vessel, it may be remembered, was beached after the collision on the Isla Verde, and Mr Fenwick, of Messrs Ingalls & Co.'s, left here with a number of workmen to make temporary repairs, which was done by riveting plates on the outside. The work reflects great credit on Mr Fenwick and the engineers belonging to the steamer. We understand that it will be necessary to cut away a large portion of the fore part of the vessel and rebuild it to make a good job of it. The *Leyte* is a Glasgow-built steamer, and had the reputation of being one of the fastest vessels engaged in the trade. It is to be hoped the accident will not diminish her speed or her reputation.

THE Overland China Mail, for to-morrow's English Mail (11 pp.), contains:—

Editorial Articles.—The Wuh-shih-shan Difficulties, Education Report for 1878, An Impracticable Measure, is the C. D. O. still: The Law of Hongkong, Our Permanent Defences, "In Bankruptcy," The Yesso Court of Inquiry, A Public Interview with Closed Doors, Newspaper Reports and Public Courts, Immigration at the Straits, Sir Thomas Wade on the Blockade of Hongkong, Difficulties in the way of Honest ham.

General Articles.—Chinese Notes, The Enquiry into the Loss of the S. S. *Yesso*, The Annual Report on the Government Schools, Physical Geography, An Exhortation to Macao, The Shanghai Chamber of Commerce, Chinese Immigration at Singapore, Review, Supreme Court, Canton, fire on the Praya, Piratical Attack on a British Barque, The "Gloucester," Sir Brooke Robertson, Correspondence, Latest Reuter's Telegrams, Police Intelligence, The Religious Celebration at Macao, Commercial Summary, Miscellaneous, Shipping Intelligence.

Our staid contemporary the *Friend of India*, who seldom can be accused of perpetrating a joke "solemnly informs" its readers that they will no doubt be glad to hear that a table is being placed in the Memorial Church at Cawnpore, the inscription on which is to the effect that it is erected in memory of several persons (names given) murdered in 1857, "hard by this spot," by order of the Lieutenant-Governor. This reminds one of the inscription on the Scotch grave-stone, "Erected in memory of William Graham, who was accidentally shot as a mark of affection by his brother."

We read in a generally well-informed contemporary that the illustrious visitor now approaching our shores, General Grant, and Lord Napier of Magdala became very fast friends on the occasion of the visit of the Rock in honor of the General, and the troops had a grand field-day. (We are told that there was some surprise that the General did not wear his uniform at the review; but the American Consul said that Ulysses had tired of his uniform and sent it home. However his horsemanship was a theme of universal admiration. The soldiers did their best in marching and manœuvring. Lord Napier was greatly pleased, and said he had never seen them do so well in his life, and he supposed they were putting their best foot forward for the Yankee commander. It was rather a trial to undergo the inspection of a man who had commanded over a million of men and taken part in most instances as commander, in fifty pitched battles." The General, we hear, favourably impressed everybody who saw him in Western India with his quiet and unassuming demeanor.

THE Government General of Netherlands India has done what we have no doubt

thin-skinned Governments of some other places would very much like to do if they dared. It amuses one to read that a circular has been addressed by the public Prosecutor there, to the Editors of the Batavia newspapers, by which they are cautioned "on the part of the Attorney General of the Supreme Court of Netherlands India, not to write or to publish any thing calculated to invalidate the binding force of the law, or at which the established powers might take offence." The result of this ridiculous style of holding the press in *terrorum* is that, instead of a manly tone prevailing any representation made to Government, the petitioners can only humbly venture to remark that "the respect due to the Government does not allow of describing the feelings with which on the new year's eve of 1878, the said laws have been received, not only by the undersigned themselves, but they may add, by the whole of the Batavia European community." The occasion of these feelings that cannot be described was the imposition of an oppressive form of license-tax, a five per cent. tax on the value of dwelling houses, and a two per cent. tax on the value of household furniture, which coming into force on January 1st, were mentioned to the public for the first time in the *Gazette* published on the previous day.

CORRESPONDENCE

GENERAL GRANT IN HONGKONG.
To the Editor of the "CHINA MAIL."

April 11, 1879.

SIR.—I am quietly sitting here, calmly and philosophically awaiting a disreputable hash of the arrangements for receiving Gen. Grant. You wisely suggested on Monday that the Government would not be up to much. Well, seeing that the present Government has been one unripped euphemistic failure ever since the day it started, there is little doubt it will prove itself quite equal to the emergency in the present occasion; and if it tried to do anything, will only pardon a few of the most hardened rascals we have in the gaol, to celebrate the General's visit. But, excuse me, you miss it, when you say, that failing the Government "the initiative clearly enough rests with the American residents here, or the Consul of that country our illustrious visitor so adorns." It seems to me Grant is not coming here to visit the American residents; he is coming to visit Hongkong. The residents of Hongkong, therefore, if he is to be welcomed or feted in any way, are the folks to take up the arrangements. Now, how is it to be done? I should say, let a plain short request be addressed to the Chief Magistrate of the City, signed by half a dozen of our leading men, an Englishman, a Scotchman, an Irishman, an American, a German, and a Chinaman, to call a public meeting soon, in the afternoon, to arrange for that public welcome, and the inevitable address (which Max O'Leary might kindly draw up), the old General so nobly has won. Unless this be done, and that speedily, the one will leave it to the other, and that hash I soberly contemplate will slide in before we are aware of it. It wouldn't be good form for the Americans to take it up. And were it so, the present Consul has small chance of leading any a-cossed or popular movement amongst the Americans here. The general community have got to do it, and it will be a great pity if that same community does not do it. It will be handed down as presumptive evidence against us that we really did become so demoralized under the Pope-Hennessy rule that we had not common civility left in us. Who leads?

G. C.

COLLISIONS WITH JUNKS.

To the Editor of the "CHINA MAIL."

April 11, 1879.

SIR.—In the recent case before the Supreme Court, in admiralty, Mr Francis contended that, although the junk carried a light, she was not legally compelled to do so as boats of her class did not come under the provisions of the Merchant Shipping Act; and he said he could cite cases in support of his contention at the same time referring to the case of a dung-barge which was run down whilst drifting along a river, and had recovered damages. Later on Mr Sampson, the Chief Boarding Officer, stated that during his eleven years' experience here, he had never heard of any rule for junks carrying lights, and had never seen or heard of them carrying side-lights; they did carry a light at the mast-head, but he knew of no obligation for sea-going junks to carry lights at all. If this be so, the sooner some regulations are framed compelling all junks trading out of this port to carry side-lights the better. Of course the British Government cannot compel junks trading on the coast of China and not registered here to comply with our maritime regulations, but it can at least, in its subjects, render all claims for damages through collision nugatory unless the regulations as to lights have been complied with. The dangers of navigation on this coast are great enough without the extra responsibility a ship master incurs of having to pay heavy damages for every old match-box of a junk which chooses to thrust itself under the bows of his steamer on a dark night. Whether or not old dung-barges on rivers in England are compelled to carry side-lights, or whether they are permitted to drift with the tide to the danger of craft being navigated on those rivers in a sensible and seamandlike manner, is beside the question. Here it is not a question of river-navigation where one may expect to meet with all sorts of obstructions; but of navigating the high seas. A vessel is perhaps going at the rate of 8 or 9 knots a hour with plenty of sea-room. The night is dark, lights are burning brightly, a good lookout is being kept, and everything is being done in a business-like manner. Suddenly the loom of some dark object is seen ahead, the night glasses are brought to bear on it, and it is made out to be a junk; it is impossible, however, to say how she is heading, till at length it is discovered that she is standing right across the steamer's bows. The order is given to port or starboard, but the junk at the same time alters her course and a crash follows. The order which masters trading on this coast invariably give before going below is "keep a good look-out for junks"; but notwithstanding all the caution used the number of narrow escapes are tremendous. Junks have also a strange superstition that it is lucky to cross a steamer's bows, and this increases the danger. I have myself seen junks which were evidently intending to do this, hauled by the officer on watch and warned to keep away, but they have paid no attention, and the steamer has had to be stopped to

prevent collision; the junk people's jeering laugh being plainly heard as soon as they had carried their point. They cannot but know the fearful risk they run, but almost everyone trading on this coast must have noticed the persistency with which they adhere to the practice. If compensation in cases of collision were refused to owners of junks when it is clearly shown that no side-lights were used, it would do much to bring about a better state of affairs.

A SALT.

China.

AMOY.

(Gazette.)

Mr Coulthard proceeds this day (2nd) in the str. *Douglas* to Hongkong en route for Europe on sick leave, and we learn that Mr Simonds takes over charge of the Post Office, pending the arrival of a junior assistant. We may add that Mr Coulthard has been stationed at Amoy nearly two years, and that he carries with him the best wishes of this community for his speedy restoration to health.

To day (5th) is the great spring festival known to the Chinese as *Tsing Ming*. The chief feature of its observance consists in repairing to ancestral tombs, and making offerings of meat and vegetables to the spirits of the dead. From these, the flavour only is extracted by the spirits themselves, who kindly leave the grosser tissues to be consumed in the evening, by the ploughsmen. At any time within ten days before or after this date the graves may be decked with joss-paper and small silk banners. On the day itself, the women of Amoy usually insert a few stalks of new grain in their hair.

Japan.

(Mail.)

In another column we publish an account, translated from a native newspaper, of the process of tanning salmon adopted by the Japanese at Hakodate. The appears to be a prospect of a similar trade being established at Nagasaki. Our contemporary at that port mentions a report that in view of the coming exhibitions at Sydney and Melbourne, several enterprising merchants of Nagasaki are about to establish a company, for the purpose of preserving and tabling several articles of diet, among which fish (Pai) and the young bamboo root will occupy a prominent place. In the opinion of our contemporary, the tanned salmon from Hakodate which he has tasted is as good if not superior to that which comes from Europe and America.

H. E. Shishido, the Japanese Minister of the Location for China Mr Tanabe, the first Secretary; Mr Takezoe the 3rd Secretary of the Finance Department who has been ordered to China; Mr Hanabusa the Charge d'affaires for Korea; Mr Kondo the 3rd Secretary of the Foreign Affairs Department; Lieut. General Takashima; Captain Tsuchiya and Ensign Nojima (who have been ordered to Germany and France); being about to leave this country for abroad, were on the 22nd inst., admitted to an audience with H. M. the Emperor.

Mr Hanatus, the *Charge d'affaires* for Korea, is to be escorted by the two men. They will leave here on the 1st April next for Korea.

In accordance with the announcement, the first ordinary meeting of the Tokio *Fu* Assembly took place on the 20th instant. At the beginning of the sitting, the Governor of the Tokio *Fu* addressed the members and expressed his gratification at their attendance. He asked them to debate carefully upon the bills submitted for their consideration, as this assembly would be looked upon as a model for the representative assemblies throughout the country. The President then called upon the members to vote for the election of a Vice President, which office was still vacant, through the refusal of Mr Fukushima who was elected Vice-President at the previous meeting, to accept the post. The balloting resulted in the election of Mr Hotta who accepted the appointment. The discussion upon the "Rules of Deputies in the *Fu* Assembly" was then commenced and carried on to the 3rd article, when, it being 10 o'clock p.m., the meeting adjourned.

The adjourned meeting of the Tokio *Fu* Assembly being resumed at 5.10 p.m. on the 24th instant, the President informed the members that he had submitted the two bills viz.—the Rules of Debate in the *Fu* Assembly and Rules for the admission of Spectators, which the Assembly had finished discussing, to the Governor of the Tokio *Fu*, and that they had been approved by him. Various questions, relating to the Estimates of Public Expenditure to be drawn out of the local tax during the 12th financial year of Meiji, were then put to the effect of the Tokio *Fu* representing the Governor, and replied to by him. The meeting then adjourned at 7.40 p.m. The estimates in question were further discussed at meetings on the 25th and 26th instant.

The *Yomiuri Shinbun* says that a Marine Insurance Company is to be established with a capital of Yen 600,000. But until that amount of the capital has been collected, the office will be shortly opened in Kayabacho, Tokio, with a capital of Yen 50,000, the necessary shares being subscribed for by the *Mitsui Bibi Steamship Company*. Their Excellencies Iwakura Okuma, and Tokudaiji, favoured the *Shindzu* on Yanagiswachio nojo, with a visit of inspection, on which is to the effect that it is erected in memory of several persons (names given) murdered in 1857, "hard by this spot," by order of the Lieutenant-Governor. This reminds one of the inscription on the Scotch grave-stone, "Erected in memory of William Graham, who was accidentally shot as a mark of affection by his brother."

This Terrible—"Ma, is ladies duds?" Ma—"Why no, Willie, what in the world put that in your head?" Pa (at the window)—"Whoopie! Willie come 'ere quick and see these yere dogs a-fightin'! Just look at 'em though!"—*Louisville Courier-Journal*.

In struggling to make a dull-brained boy understand what conscience is, a teacher said, "What makes you feel uncomfortable after you have done wrong?" "Father's leather strap," scathingly replied the boy.

Manila.

The *Gazette*, by order of the Most Excellent Sir General of Marine, in view of the opinion expressed by the Fiscal and the auditor of the Corps, gives publicity to the humanitarian deed performed by the second engineer of the steamer *Macan*, on the night of the loss of that vessel. It runs as follows:—

"The high humanitarian conduct of Mr James Alison, second engineer of the steamer *Macan*, who, according to the report of the loss of the said vessel, in the lamentable moment in which the vessel was foundering, on the right of the 17th January last, gave his life-belt to a lady-passenger who was at the time in the starboard side of the vessel near the engine room, thus securing her safety at a moment of imminent peril to himself, deserves to be known by all those who follow the honorable profession of mariner. With this view and as an example worthy to be borne in mind by them in the execution of their very perilous duties, I think the said *Macan* consisted of meal bags, and they were so low that anyone who had pluck enough could have jumped over them." The writer adds:—"The Chief feels our misfortune very keenly; but nobody here blames him for it, as we all think had Aldershot Camp by the mud just arrived."

"We arrived (he says) too late to be of service. The sight I witnessed at the Drift exceeds anything I saw during the Mutiny. I could hardly recognise Chard, for he had his tunie off, and was begrimed with powder. Bromhead and his people must have fought like demons. Their only protection against the Zulus consisted of meal bags, and they were so low that anyone who had pluck enough could have jumped over them."

"The prospects of active service have stirred the whole army to its depths, and if any member of the Peace Society could have been induced to enter such a nursery of wickedness as the War Office, and have beheld the stream of applicants and the torrents of letters pouring on the devoted occupants of the official seats of power for the last fortnight, he would perhaps be led to think the advent of his millennium rather more distant than he supposed—as far as this island is concerned, at all events. As was natural to be expected, the officers of the Household Cavalry and of the Brigade of Guards, whose corps are not destined for such work as Zulu wars, were urgent in their applications, and married and single vied in their eagerness for employment—indeed, the former were, perhaps, more pressing than the latter, actuated, no doubt, by the desire to show their devotion to duty and their readiness to sacrifice all they held dear in order to serve the country. But not only from British-born, but from foreign officers have volunteers come forward, and the Prince Imperial (as mentioned elsewhere) and several of his countrymen have made similar offers, but of course no authority exists for the acceptance of such services."

THE WAR IN ZULULAND.

QUESTIONS TO BE ANSWERED.

Under the above heading the *Daily News* points out with much clearness the questions which the public have a right to put, and to insist upon having answered, in connection with the Central Column of the army in Zululand.

From the accounts which we have given of the Central Column our readers will remember that on Jan. 22 this column was divided into three parts. The rearmost portion of the column, which consisted only of about eighty men, under Chard and Bromhead, occupied a position about a mile and a half to the north of Rorke's Drift, the ford over the river Tugela. The middle portion, 500 men, under Col. Durnford or Col. Pailleux, which it is not as yet certain, was about ten miles distant from Chard, in a northerly or north-easterly direction. The foremost portion, consisting of the main body of the central column, under Lord Chelmsford himself, was about twelve miles to the north or north east of the middle portion, and consequently about twenty-two miles from the rearmost portion of the column. There is nothing unusual or extraordinary in this arrangement of the column; but on the day in question, Jan. 22, an event took place in this column which was more than unusual or extraordinary. On that day some hundreds of British soldiers were slaughtered from want of ammunition about a mile and a half from their camp, which contained a quarter of a million cartridges. This is a fact which can be neither palliated nor denied.

The questions which must be put and answered as to this portion of the column are three in number:—Who was the officer in command? What were his orders? And, Under what circumstances were the men moved forward a mile and a half from their camp, with no supply of ammunition but that in their pouches? We are far from saying that satisfactory answers will not be found to these questions; all we hold is, that the questions must be put. Only two questions need be asked as to the foremost portion of the column, but these two questions must be thoroughly answered. The first is—How happened it that a large column of the enemy's forces, about 16,000 in number, succeeded in placing itself, without being observed, upon the rear of a British force, destitute of cavalry perhaps, but certainly possessed of a number of mounted men? The second is—Under what circumstances was an enemy, only twelve miles distant, permitted to carry off the reserve ammunition and transport of a column of English troops?

If King Cetewayo possesses a twentieth part of the knowledge of tactics which has been lately ascribed to him he has no doubt long ere this proposed a question, to the general commanding his forces in the neighbourhood of Isandula that general will have considerable difficulty in answering. The question would run something in this way:—Having placed yourself upon the rear of the enemy's main body, annihilated a large part of his force, captured most of his commissariat and transport and all his reserve ammunition, how happens it that you permitted a white man to recross the Tugela alive? We admit our total inability to assist the Zulu commander in answering the question. After gaining a success and a position which only now and then fall to the lot of a Napoleon or a Moltke, he permitted his victory to slip from his hands in the most unaccountable manner. To complete his triumph there was apparently required, not a knowledge of tactics, but a little of that cunning which is generally attributed to savages. By a little patience he might have starved or worn out Chard and Bromhead; by a little patience and maneuvering he might have jeopardized, if not destroyed, Lord Chelmsford. He did neither; but it is not pleasant to reflect that the existence of the central column is in a great measure due to the bungling of a savage commander. At present we have no right to conclude from anything we have heard that satisfactory answers will not be forthcoming to the questions we have mentioned. We earnestly hope that the answers will be full and complete, for the questions must be put and must be answered.

Sir J. Hay was awkwardly "cornered" by the Irish members on Feb. 27. He said that the Zulu war had come upon the Government as a great surprise—that there had been no order from the Government to carry the war into the Zulu country. Thereupon the Irish members insisted that if the Government were not to blame Sir Bartle Frere must be, and should be recalled and impeached. His ultimatum to Cetewayo, said Mr Sullivan, was "the most audacious document" that he had seen the light for a century. "It was 'impudent' and 'wicked,'" and the war "unjust and a disgraceable war that waged against the liberty-loving people in the American Colonies." Sir John Hay rose and emphatically denied that he had thrown the blame on Sir Bartle Frere. But the Irish members persisted—if the Government was not responsible not Sir Bartle Frere, who was?

The Prince Imperial, the son of Napoleon III, has obtained permission to attach himself to the staff of the Royal Artillery for the purpose of accompanying his brother. The Government General of Netherlands India has done what we have no doubt

teries now under orders for South Africa.

The Prince sailed from Southampton on Feb. 27, on board the Union Steamship Company's vessel the *Danube*, for Natal. The Prince strenuously petitioned for a commission to serve with the English force at the Cape; but failing to overcome the unavoidable objections to the proposal, he resolved to go out as a volunteer, and to attach himself in that capacity to the column that is most likely to see the sharpest fighting.

Any little scrap of news from the Cape which helps to a just appreciation of the incidents on the Zulu border is highly prized. Here is a paragraph from a letter from an officer attached to Col. Glyn's column. It is dated Jan. 21, and reached Aldershot Camp by the mail just arrived.

To Let.

TO BE LET.

On 'Shameen—Canton.

THE SPACIOUS PREMISES lately occupied by Messrs OLYPHANT & Co., comprising: DWELLING HOUSE, with Garden, Tea and SILK ROOMS attached.

For Particulars apply to EDWARD DAVIS, Canton, March 12, 1879. ap12

TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.

Apply to J. NOBLE, No. 8, Queen's Road.

Hongkong, March 13, 1879. ap13

TO BE LET.

THE Building known as the LUSIPANO THEATRE is ELGIN STREET, with the Out-buildings adjoining.

These Premises, from their central position and considerable extent, would be very suitable for a SCHOOL-HOUSE, or for a FURNITURE WAREHOUSE, BAZAAR, or STORE.

Apply to H. W. DAVIS, 2, Queen's Road.

Hongkong, April 8, 1879. ap16

TO LET.

(WITH IMMEDIATE POSSESSION.)

No. 2; WESTBOURNE VILLAS, recently occupied by Mr. DANBY.

Gas and Water laid on.

Apply to LINSTEAD & Co.

Hongkong, April 10, 1879. ap17

TO LET—AT WANCHAI.

FIRST CLASS GODOWN'S Goods of every description Landed and Stored.

For terms, apply to LANDSTEIN & Co.

Hongkong, April 4, 1879. ap18

TO LET.

HOUSES, Nos. 3 and 6, SEYMOUR TERRACE.

DAVID SASSOON, SONS & Co.

Hongkong, April 8, 1879.

TO LET.

OFFICES in Club CHAMBERS. The BUNGALOW No. 3, OLD BAILEY STREET.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 8, 1879.

TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central.

Possession 1st March next.

Apply to LANDSTEIN & Co.

Hongkong, February 4, 1879.

TO LET.

IN the House on MARINE LOT 65, formerly known as the Blue House, situated on Praya East.

FIRST FLOORS of Nos. 2, 3 and 4, Praya East, with immediate possession.

As also.

A FRONT and BACK ROOM in the DWELLING to the eastward of the Part, with part of its spacious Verandah. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 66.

Also.

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to MEYER & Co.

Hongkong, March 4, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co.

Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG,

Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879.

GILLS.



STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDI-TERRANEAN PORTS, SOUTH AMPTON, AND LONDON.

Also.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship THEBET, Captain J. H. TOBIN, will leave this on SATURDAY, the 12th April, at Noon.

For further Particulars, apply to

A. MOLYER, Superintendent.

Mar. 22, 1879.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 16th April, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISION.

Freight will be received on board until 4 p.m., of 14th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 3, Praya Central.

RUSSELL & Co., Agents.

Hongkong, March 21, 1879. ap15

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES.

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 18th April, 1879, at Noon, the Company's S. S. ANADIR, Commandant BAXTER, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, agent.

Hongkong, April 7, 1879. ap19

As also.

A FRONT and BACK ROOM in the DWELLING to the eastward of the Part, with part of its spacious Verandah. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 66.

Also.

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to MEYER & Co.

Hongkong, March 4, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co.

Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG,

Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879.

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

SWISS LLOYD

TRANSPORT INSURANCE COMPANY OF WINTERHUR.

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

ARTHOLD, KARRERG & Co., Agents, Hongkong & Canton.

Hongkong, February 10, 1879.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

THE SCOTTISH IMPERIAL INSUR-ANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.

Hongkong, August 18, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEY SMITH,

Secretary.

Capital of the Company £1,00,000 Sterling of which is paid up £10,000. " Reserve Fund upwards of £10,000. " Annual Income £250,000. "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

LANCASHIRE INSURANCE COMPANY.

FIRE AND LIFE.

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.